

The Hong Kong Daily Press.

No. 4529

日初月四日申午治同

HONGKONG, THURSDAY, 16TH MAY, 1872.

四年滿

號六月五英港香

PRICE \$24 PER MONTH

Arrivals.

May 15, JENNY, North Ger. br., 237, Hartmann, Saigon 5th May, and Cape St. James 6th, 6,000 piculs Rice—Muller & Co.
May 15, GEM, Brit. br., 453, Pearson, Saigon 20th April and Cape St. James 1st May, 11,800 piculs Rice—Bouquet, Horwell & Co.
May 15, OMEGA, North German bark, 589, Mayall, Saigon May 3rd, and Cape St. James 3rd, 3,500 piculs Rice—Arnold, KERBER & Co.
May 15, LORNA, North Ger. br., 303, Green, Saigon 1st May, and Cape St. James 2nd, 7,500 piculs Rice—PAUL EHLENS & Co.
May 15, CANTRELL, French steamer, 1,682, Champon, Shanghai 12th May, General—MESSAGERIES MARITIMES.
May 15, OTAGO, North German str., 457, Boswell, Canton May 15th, General—PAUL EHLENS & Co.
May 15, H.I.C.M. g. b., SHUN CHU, 175, Capt. C. H. Palmer, from a Cruise.
May 15, ARAKON ARAB, Brit. str., 950, MacTAVISH, Saigon 11th May, 24,000 piculs Rice, and 1,500 piculs Fish—GIBB, LIVINGSTON & Co.
May 16, YANG-TSZE, Brit. str., 733, Alfred Carter, Shanghai 12th May, General—SIEGMUND & Co.
May 16, MAUD, Brit. str., 843, British, Shanghai 11th May, General—SIEGMUND & Co.
May 16, STAR OF THE NORTH, for Whampoa.

Departures.

May 15, FORMOSA, str., for Manila.
May 15, GREAT REPUBLIC, str., for Yokohama and San Francisco.
May 15, ALEXANDRIS, str., for Shanghai.
May 15, HINDOSTAN, str., for Shanghai.
May 15, TAI YU MAAU, for Swatow.
May 15, ESMERALDA, str., for Swatow, &c.
May 16, FEIJER, for Kobe.
May 16, SEA BELLE, for Keelung.
May 16, ADELA, for Iloilo.
May 16, LOOCHEE, for Bangkok.
May 16, STAR OF THE NORTH, for Whampoa.

Clearances.

AT THE HARBOURMASTER'S OFFICE,
May 15th.
Star of the North, for Whampoa.
Lothair, for Kobe.
Tai You Maa, for Swatow.
Great Republic, str., for Yokohama and San Francisco.

Admiral Oliver, for Saigon.
Glengyle, str., for Foochow.
Leamona, for Bangkok.

Passengers.

Per Cambridge, str., from Shanghai.—
For Hongkong—Messrs. Olmert, D. M. Henderson, M. Patriat and S. Chinnies. For Saigon—Mr. Valentine, For. G. G. For. Mr. Robert Anderson, F. E. For. Mr. Drew. For Macau—Mr. and Mrs. C. C. For. Mr. and Mrs. King, Messrs. Annetti, Horstmann, Porin, Sonnens and son.
Per Araratian Apear, str., from Saigon.—40 Chinese.
Per Yang-Tsze, str., from Shanghai.—Mr. Curzon, and 35 Chinese.

Per Hindostan, str., for Shanghai.—Mrs. Green and 4 children, Captain Bloomfield, Messrs. Macaulay, Briggs, Downe, and 72 Chinese.

Per Great Republic, str., for Yokohama and San Francisco.—Mrs. G. Von Overbeck, child and nurse, Mrs. Coxon, Mrs. Greig and child, Mr. Ribeiro and 3 Chinese.

For San Francisco—Misses L. L. Lamb, Captain N. M. M. Mackenzie, Jas. Graham, F. L. Ellis, F. H. Kruger, R. McDonald, H. Crouse, H. W. Crouse, W. S. Phillips, Rev. W. Lobscheid, and 199 Chinese.

For New York—Mr. and Mrs. J. R. Loomis, For Liverpool—Lieut. H. T. Olmacht, R.N.

Reports.

The British bark *Gem* reports left Saigon on 30th April, and Cape St. James on the 1st May, experienced calms and baffling winds, with light E. and E.N.E. breeze to the 7th instant; after which light Southerly winds to arrival.

The North Ger. bark *Lorina* reports left Shanghai on 12th May, had thick weather and moderate N.E. winds to arrival.

The British steamer *Yankee* reports left Shanghai on 1st May, had moderate and very thick weather throughout, with fresh N.E. winds the first part, and light winds the latter part of passage.

The North German bark *Jenny*, reports left Saigon on 5th May, and Cape St. James on the 6th, and experienced light Southerly winds and occasional calms the first part of passage, latter part moderate Easterly breezes to arrival.

The French steamer *Cambridge* reports left Shanghai on 12th May, had thick weather and moderate N.E. winds to arrival.

The British steamer *Yankee* reports left Shanghai on 1st May, had moderate and very thick weather throughout, with fresh N.E. winds the first part, and light winds the latter part of passage.

The British steamer *Janus* reports left Saigon on 11th May, experienced moderate South East winds and fine weather throughout. Passed the British bark *Elbow* at anchor in Saigon river. On May 14th, at 6 p.m. passed the steamer *Elbow*, steering South; on May 15th at 5 a.m. passed the steamer *Fusilier*.

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Auction Sale To-day.

J. M. ARMSTRONG.

Sundry Articles.

P. BENNETT, W. H. HENRIQUEZ.

BAKERS, CONFITADORES,

AND NAVAL CONTRACTORS,

KOBE (HIOGO),

JAPAN.

6m 130 Hongkong, 17th January, 1872.

A. BORG.

TINNER AND GALVANIZER,

IRON, CHAIN, PIPES,

AND,

ALL KINDS OF IRON WORK GALVANIZED,

ON REASONABLE TERMS. [Feb. 1

Banks.

THE BANK OF CHINA.

CAPITAL—The \$2,500,000, in 25,000

Shares of \$100 each;

The 25 per Share payable in allotments, and the remainder in such sums and at such times as the Directors may determine, but so that at least three months' notice shall be given of every call;

WITH POWER TO INCREASE TO

£15,000,000.

PROVISIONAL COMMITTEE.

Messrs. W. PUSTA & CO.

FRANCIS HORNBUSCH, Esq.

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A. H. HARRIS, Esq.

Messrs. OLYMPIA & CO.

C. J. KING, Esq.

Messrs. CHAPMAN, KING & CO.

R. W. LITTLE, Esq.

Messrs. LITTLE & CO.

J. A. MATTLAND, Esq.

Messrs. THORPE BROTHERS & CO.

D. REED, Esq.

Messrs. REED & CO.

STANDING COUNSEL.

R. W. M. BIRD, Esq., Barrister-at-Law.

SECRETARY TO 5th PROVISIONAL COMMITTEE.

JAMES GILVERIAN, Esq.

AGENTS.

899 Hongkong, 15th May, 1872.

THE PROVISIONAL COMMITTEE.

15th May, 1872.

THE CAPITAL OF THIS BANK IS

15,000,000 THALER, OR £1,250,000,

DIVIDED INTO

75,000 SHARES OF 200 THALER, OR £20 EACH,

OR ONE HALF, OR 37,500 SHARES

REPRESENTING A CAPITAL OF

7,500,000 THALER,

HAVE BEEN ISSUED.

THE UNDERSIGNED having been appointed

Agents for the above Bank at this port

and Shanghai respectively, are prepared to

GRANT DRAFTS ON THE HEAD

OFFICE,

of the Bank at Bremen, direct, or payable at

London.

MELCHERS & CO.,

Hongkong.

SIEMSEN & CO.,

Shanghai.

ff 485 Hongkong, 9th March, 1872.

THE CAPITAL OF THIS BANK IS

5,000,000 DOLLARS, OR £400,000,

DIVIDED INTO

25,000 SHARES OF 200 DOLLARS, OR £20 EACH,

OR ONE HALF, OR 12,500 SHARES

REPRESENTING A CAPITAL OF

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DIVIDED INTO

The Chronicle and Directory for 1872.

NOW READY.

THIS Work, now in the TENTH year of its existence, is ready for delivery.

It has been compiled and printed at the Daily Press Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1872" will be further augmented by the addition of a Chrono-lithographic plate of the NEW CODE OF SIGNALS IN USE.

AT THE PEAK;

THE VARIOUS HOUSE FLAGS.
(Designed especially for this Work.)

MAPS OF HONGKONG, JAPAN,

and of THE COAST OF CHINA.

Besides other local information, and statistics corrected to date of publication, the work is made in every way suitable for Public, Mercantile, and General Offices.

The Directory will be published in Two Parts, Complete at \$5; or with the Lists of Residents, Port Directors, Maps, &c., at \$3.

Orders for Copies may be sent to the Daily Press Office, or to the following Agents:

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Canton. FOX BAGEN & CO.

Singapore. Straits Times Office.

Calcutta. Englishman's Office.

London. Mr. F. ALGER, Clement's Lane.

Geo. Street, 30, Cornhill.

Messrs. TANNER & CO.

Bath, Hendy & Co.

San Francisco. Mr. L. P. FISHER, 21, Merchant's Exchange.

New York. Messrs. S. M. PITTENGER & CO., 37, Park Row.

An extract which we give elsewhere from the *Bombay Gazette*, with reference to the honour of knighthood being conferred upon the head of the house of Messrs. D. Sasseon & Co., will doubtless be read with interest by many in these parts.

Our attention has been called to an urgency attending the Australian mails. It seems that the P. & O. steamers do not wait at Gele for the mails, and the consequence is that the letters are sent by the next French steamer, additional postage being charged from that date.

Yesterday morning at an early hour H. E. the Governor held an inspection of the police force at the gaol. The men, who were fully equipped to would give them some few words of encouragement, but we understand he merely asked after the health of the force, though he was heard to remark to the Acting-Colonial Secretary that it was the finest body of men he had ever seen to compose a police force. His Excellency then visited the gaol, and was highly pleased with the arrangements and cleanliness of that institution.

We cannot undertake to repeat the whole of the controversy concerning the opinion of which the public must by this time be tired. In reply, however, to the remarks of the *China Mail* of last evening, to the effect that we were wrong in stating that the defendant neither avowed nor proved that the plaintiff had lightened opium-chests and that to make the defences it was necessary to do so, we may observe that our contemporary, while declaring our statement wrong, proved it to be right. The *Advertiser* is equally right in his contemporary, not that the plaintiff had not done so, but the fact which the defendant interposed, which he did not know, that he exchanged open chests for original chests. That this exchange was made without any fraud was distinctly proved by the evidence at the trial; but from the bare fact of this exchange, the defendant charged the fraud in his circular. What was avowed, however, according to our contemporary's own showing, was not the fraud itself, but the fact which the defendant interposed, which he failed to prove. The *Advertiser* found at the trial, that the part of the plaintiff that he had tampered with chests, it has to be observed that, in consequence of the plea of justification being withdrawn, there was no opportunity afforded him to contradict or explain the defendant's statement, which might lead to that inference.

LATE TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

LONDON, 13th May.

Count von Biemarck has obtained several leave of absence.

The Queen of England has strong reason to believe that the Washington Treaty will be saved. Mr. Gladstone and Earl Granville will make statements in the house to-night. Hongkong, 13th May, 1872.

POLICE INTELLIGENCE.

May 14th.

BEFORE MR. C. MAT.

WORLDS AND HELL.

Our London correspondent has repeatedly called attention in very pointed terms to a circumstance which certainly does not reward very greatly to the credit of England as a commercial nation. It is the plain and undeniable fact that we are completely beaten by our French neighbours in the carriage of the mails from China. It was always the belief that English sea-going steamers were swifter than those of any other nation. Even the Americans, who go ahead of the old country in so many things, found, when they had the hardihood to try conclusions with us, that they had to go to the wall in the matter of fast sea-going steamers. When we had succeeded so far, we felt almost justified in resting upon our laurels, and considering that we had the undoubted lead. The idea of the French entering the lists was not conceived, even by the most imaginative of people, but events have, as is too often the case, shown that progress was to be looked for in reality just from the quarter in which it was least expected. Other general beliefs have proved equally mistaken in connection with this subject. It was the general belief that a saving of time will be effected by sending mails by rail from Suez to Alexandria, instead of allowing them to be taken on through the Suez Canal by the vessel that brought them. Again, it was the general belief that when the railroad system was completed through Italy by the utilisation of Brindisi, and the opening of the Monte Cuccio tunnel, mails by that route would anticipate the communication of Marsella. All these "general beliefs," however, have proved utterly fallacious. The steamers of the Messageries Maritimes, from Calcutta and China, which avail of the Suez Canal, and adopt the Marseilles route, habitually deliver their mails in London three or four days sooner than do the steamers of the P. & O. & Co., which employ the railway from Suez to Alexandria, and thence resort to the rail again through the Monte Cuccio tunnel, and so on by the shortest route and latest improvements. In point of fact, we are simply and completely beaten in the conveyance of mails to and from the Far East, by the particular nation which, of all others, it would not many years ago have been thought absurd to look upon as a possible competitor. Really Sir Charles Dilke should be told of it, by way of illustrating how much superior a Republican form of government is for driving steamers to a Monarchical form. It may be that scraping through the canal has an invigorating effect on steamers' bottoms, but this is open to doubt, because the French mails reach London in precisely the same time that the P. & O. reach Brindisi. At all events, the fact is as stated, and the Complainant had better look to it. No notice, it seems, is taken of the matter at home; and its doubtful whether Mr. Monson, the Postmaster-General, is aware of it, for he stated in the House not long ago, that our steam mail service surpassed that of any other nation: a comforting belief, which he could scarcely have entertained had he known the true facts.

THE TABLES TURNED.

Wong-as-aun, an alias to a Portuguese family, charged a Chinaman with abusing her in the public streets, and with stealing a pair of earrings out of her ears. Complainant commenced by saying she never knew the defendant, nor never saw him before, but that year old, when defendant came to her, and abused her, saying "why did you entice my wife away?" and with that took hold of her earrings, pulled them out, handed them to another man, and then ran away.

Mr. May enquired if complainant did not know the defendant, nor where he lived, how came he to be apprehended?

Complainant said her father went to the defendant's house, and had him apprehended. Defendant's son, complainant had told a schoolboy, his son, to end his wife, and his wife, she clung on to him, tearing his jacket and his trousers (jacket produced), and then she cut off his jacket, one come, and he was given to her, it was a cut with some instrument. After a severe reprimand from the bench, defendant was fined in the sum of \$10.

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Complainant said he had been to the Suez Canal, and charged a Chinaman with abusing her in the public streets, and with stealing a pair of earrings out of her ears. Complainant commenced by saying she never knew the defendant, nor never saw him before, but that year old, when defendant came to her, and abused her, saying "why did you entice my wife away?" and with that took hold of her earrings, pulled them out, handed them to another man, and then ran away.

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AN ALLEGED THIEF.

A Chinese tailor named Tung-a-poo, well-known to the journeymen, was charged by the master of a steamer, Tung-a-poo, with the robbery of a silk jacket from the lighter committed to his care; on account of its being apprehended by the police, charged with the robbery of salpeter from the steamer *Historian*, was again brought forward. Defendant said the jacket was given to him by the brother of the captain of the boat, and he who ran away on the crew being arrested.

Inspector Grimes stated he has good reason to believe that the reason why Tung-a-poo's brother did not come forward to claim the jacket, is because he was one of the crew who gave great assistance in the robbery of the salpeter.

Defendant was sent to three months hard labour, in default of paying a fine of \$5.

A. B. FRANCIS.

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A. B.

FRESH AIR AND GOOD HEALTH ON SHIPBOARD.

A NOVEL INVENTION.
(Correspondent of the New York Journal of Commerce.)

WASHINGTON, January 6th, 1873.

General: P. D. Roddy, of Alabama, whose business is now conducted at 127 Pearl-street, New York city, is here exhibiting the model of a remarkable invention for ventilating ships. It has been adopted by the Navy Department, and already placed on twelve of our largest war vessels. The last of these was the *Wabash*, now on the way to Europe. Every vessel in the navy is to have it installed.

At the request of several experts your correspondent examined the machine in operation. It consists of two air-tight chambers, or cylinders, applied perpendicularly at opposite sides of the vessel, and connected at the bottom by a pipe extending across just under the deck. Water is poured in till it fills the horizontal pipe and reaches about one-third way up each cylinder. Two induction pipes are thrown from the cylinders to the bottom of the hold, or any part of the ship. Near water is an induction pipe connected with a chamber, a valve being applied to the chamber.

The slighted motion of the vessel will shift the water till it rises in one chamber and creates a vacuum in the other. As heavy gases, the phatic and potential air collect in the bottom of the hold, they are drawn by suction to fill the vacuum. The return motion of the ship forces the water to the other chamber, the valve to the induction pipe closes, and the foul air is forced by the water pressure into an exhaust pipe. At the end of this exhaust pipe is an outlet for gas or smoke, which is escaped by the escaping air. For pumping bilge water, the chambers and horizontal communicating pipe are supplied with quicksilver. The reason is obvious. Water would force air, but to make the machine effectual a heavier fluid than water is required for pumping bilge. An induction pipe leads from the bilge of the vessel to each air-tight chamber, and the pipes carry it through the side to all the ports.

The processes are quite simple, and the effect is certain. The machine is automatic, and requires no attention beyond adjusting a few bars or fasteners for removing them as occasion requires.

If this machine will do what is claimed for it, it will supply a need that has long existed. It is well known that many a life is sacrificed in the steerage by foul vapors and many valuable packages are destroyed by bilge water. Caravans of grain and fruits are sometimes almost ruined by bilge water. Diseases are spread and carried on board by bilge water. Vessels are often vitiated in the hold of vessels. On faraway days sailors stand up and blow horns at intervals to warn approaching vessels. Imagine the effect of a remedy to all this. Yet General Roddy claims that his automation will purify the air in every part of a vessel as the air outside; that it will eject all the bilge into the sea as fast as it collects, and that the fog horn can be heard eight miles.

The test shows that a vessel lying at the wharf moves enough to set the machinery in motion to purify the air with success. Our naval officers have tried it, and are well pleased. Commander Cushman said when it was placed on the *Wabash*, that when he got to sea he would "throw the thing overboard." Now he says, in his report to the Department, "it has so promptly demonstrated its value that I deem it proper to report at once its perfect success. The slightest motion exhausts the foul air from any part of the vessel, and keeps the fog horns in constant blast, and operates the tube pump."

When the *Congress*, *Wabash*, *Iroquois*, and *Winnipeg* were to receive the Grand Duke, some Russian experts examined the machine in operation on those four vessels. The Russian Admiral, Possiet, was so highly pleased with it that he ordered its adoption on the vessels of the Russian Navy. He gave orders on Saturday last that the vessels of the Russian fleet accompanying the Duke were to be equipped with it before the 25th of January. Proposals have been submitted to the Governments of Prussia, France, Austria, Spain, Italy and Brazil, and are to be forwarded to those countries for the invention.

The Hague is testing the power and applicability of the machine for passenger and emigrant vessels, on one of their largest steamers. Should that test prove successful the result will probably be its gradual adoption by the merchant marine of the world. The patent was issued on November 29th, 1870, and the invention has already been quite remunerative to the inventor.

W. P. C.

SAD DEATH OF A STOCK BROKER, FROM WEALTH TO POVERTY. THE RESULT OF INVESTIGATING THE GAMBLING TABLE.

(From the New York Herald, March 11th.)

For the last fifteen years Mr. Benjamin Layman Millard, a gentleman of education and fine business qualifications, has lived in this city, a portion of which time he was bookkeeper in the banking house of Messrs. Matthew Morgan & Sons, William-street. Subsequently leaving that firm, Mr. Millard became a stock broker in Broad-street, and by strict attention to business, and a desire to have success, at a later period, unfortunately for Mr. Millard, he became fascinated with the gambling-table, which he frequented too often for his own good, loss of fortune and friends of years being the result. With his pecuniary distress came failing health, and for some time past Mr. Millard has been liable to die at almost any moment. Shortly before twelve o'clock on Friday night he was found bleeding from the mouth of his nostril, 1,165 Broadway, and taken inside, where he was removed and died moments later from hemorrhage of the lungs.

As Mr. Millard lay dead on the floor, several persons who came in and recognized him as a man who had often frequented a neighboring gambling hell, and invested his money in the game of "21" said, "The sports said deceased was reckless and bet heavily, and doubtless that is the way in which \$50,000 has slipped through his hands during the last two years. Several of Mr. Millard's friends yesterday called at the Coroner's office, and their written statements were taken by the Deputy Coroner, which were no more or less than the statement of the deceased.

In possession of deceased was found about \$12 in money, a few small articles, and a letter, the following of which is a copy. The letter shows to what desperate straits Mr. Millard had become reduced financially.

NEW YORK, March 7th, 1872.

Dear Sir, I have been unfortunate in the loss of over fifty thousand dollars during the past two years, and am reduced to extreme poverty and destitution. My trouble and grief have been intense, and I have lost health, but I am better now, and hope soon to obtain a situation or some kind of employment, whereby I can earn a living and get along again. I want to ask of you assistance to the amount of \$20 or \$25, which if you will be kind enough to grant I shall ever feel grateful to you, and I trust it will not be long before I shall be in better circumstances again. Very respectfully, B. L. MILLARD.

There was also another letter of similar import in possession of deceased, but in a more vague and for which it was intended did not appear.

The body of Dr. Millard will make a post-mortem examination, and after the inquest the remains will be taken to Connecticut, the place of his birth, for interment. Deceased has left a family and many respectable and wealthy friends in this city.

Now may kind Providence preserve us from good-natured acquaintances! At Springfield, Illinois, two friends got into a "good-natured scuffle," says the *Alta*, and one shot the other dead. Such amiability is unpleasant. Some people are to good nature! — *Newspaper*.

Alphonse Karr, the gardener poet, has offered a *bénédiction* to the world. He was lately present at a banquet given by the disciples of Helmann, *toasts* were given to the health of every medical celebrity by everybody, when the President remarked, "Monsieur Karr, you had not proposed the health of any one." The poet modestly replied, "I propose the health of the state."

The same deports on the Chicha Islands, which were in some places upwards of 100 feet thick, and generally admitted to be the excreta of birds, are now accepted by Dr. Hahn and by Prof. Edwards to be an accumulation of the bodies of animals and plants—most of them of marine origin. According to a notice in the *Mechanics' Magazine*, it appears that the anchors of ships moored in the vicinity of the Guano Islands frequently bring up guano from the bottom of the sea. This is thought to be opposed to the bird origin of the deposit, and to refer it to those mineral salts which are found in various parts of the world.

A new singer, named Hervey, lately made his first appearance at the Mata Opera House, in "La Esmeralda." Having been noticed by the papers of coldness, he warmed up so much in the second performance that, in the "Scena della Spada," he wounded the baritone under the eye and himself in the leg.

A TOURIST'S ESTIMATE OF A DUKE.—A noble duke, who was universally esteemed and respected, had among his numerous talents a personage named James Howie, called "the Duke." This was a very good name, for the duke was present at the Duke's sign, who, as his honest host stated, wished very much to behold and converse with his Grace. "Can you see?" was the first inquiry of the curious juvenile. "No, I cannot see," replied the duke. "Can we see?" was the Duke's answer. "Well, then," continued the youthful sage, "I would like to see all my father's deuds for ye, for they can all be seen an' fee!"

COMMERCIAL INTELLIGENCE.

MAY 16th, MORNING.
New Patna, \$645 to \$647; New Benares, \$630 to \$631; Old Patna, \$640 to \$642; Old Benares, \$620 to \$622; Maua, \$620 to \$625; Patna quiet for all kinds.

SHARES.

Hongkong Bank Shares, Old—\$6 to 61 percent premium. Hongkong Bank Shares, New—53 to 59 percent premium. Union Insurance Society of Canton, new shares \$1,500 per share premium. China Traders' Insurance Company's Shares—\$1,500 per share premium. China and Japan Marine Insurance—The 46 per share premium. Chinese Insurance Company—\$105 per share premium. Hongkong Fire Insurance Company's Shares—\$155 per share premium. China Fire Insurance Company's Shares—\$55 per share premium. Victoria Fire Insurance Company's Shares—\$50 per share premium. Hongkong and Whampoa Dock Company's Shares—30 to 29 percent discount. Hongkong, Canton and Macao Steamboat Co.'s Shares—\$33 per cent. premium. Shanghai Steam Navigation Company—The 34 per share discount. Hongkong Gas Company's Shares—\$65 per share. Hongkong Hotel Company's Shares—43 per cent. discount. Hongkong Distillery Company—par, nominal. Indo-Chinese Sugar Company—\$45 per share discount. Hongkong Pier and Godown Company—\$12 to \$15 per share, discount.

EXCHANGE.

On LONDON—Bank Bills, at 30 days' sight, 4/5. Documentary Bills, 6 months' sight, 4/6. Bank Bills on demand, 4/2.

On NEW YORK—Private, 5 months' sight, 7/8.

On CALCUTTA—Bank, 3 days' sight, 2/2.

On CHINA—Bank, 15 days' sight, 7/8.

On PRIVATE—Bank, 30 days' sight, 7/8.

SALES ON MAY 15th, 1872.

As reported by Chinese White Wax, 3 pieces, at \$83.00, by Kin-yuen to Hongkong merchant.

White Flower, 800 bags, at \$1.35, by Kwong-choeng to Hongkong merchant.

White Sugar, 250 bags, at \$1.40, by Fook-wing-choeng to Hongkong merchant.

China Rice, 400 piculs, at \$3.45, by Fook-wing-choeng to travelling merchant.

Siang Rice, 3,000 piculs, at \$2.41, by Yuen-fat to Hongkong merchant.

Siang Rice, 300 piculs, at \$2.41, by Tak-mi to Hongkong merchant.

Siang Rice, 6,000 piculs, at \$2.27, by Kin-tai-choeng to Hongkong merchant.

TC Gold, 800 piculs, at \$2.35, by foreign merchant.

TC Gold, 1,000 piculs, at \$1.98, by foreign merchant to Hongkong merchant.

Rehong Cotton, 14 bales, at \$17.00, by Parsee merchant to Chuen-shing.

NOTICE.

I HAVE this day established myself at this port as GENERAL MERCHANT and COMMISSION AGENT, under the style or firm of H. JURGENS & CO.

204 Amoy, 1st April, 1872.

NOTICE.

I HAVE this day established myself at this port as GENERAL MERCHANT and COMMISSION AGENT, under the style or firm of H. JURGENS & CO.

15, 25, Water Street.

1m 710 Yokohama, 1st April, 1872.

NOTICE.

THE PARTNERSHIP formerly existing between the undersigned, notice of dissolution of which was given in the public papers, dated the 9th March, 1872, has this day been dissolved, and the business will be carried on as hereto-
after at the premises, No. 96 and 98, Queen's Road Central, under the style or firm of H. M. & E. ULMANN.

MORIS ULMANN,
EMANUEL ULMANN,
625 Hongkong, 1st April, 1872.

NOTICE.

M. R. ERNST FUNGEILD is authorized to sign our firm for this date.

BRADLEY & CO.

1608 Syston, 30th March, 1872.

NOTICE.

M. R. CARL BORCHARD HEERMANN and M. J. JULIUS KESSLER have been admitted Partners in our firm.

CHS. J. GAUPP & CO.

1m 575 Hongkong, 1st March, 1872.

NOTICE.

M. R. THOMAS PIGGEEING DROWN is a partner in my business from this day, which will in future be conducted under the style or firm of H. VINCENT & CO.

1m 176 Swatow, 1st October, 1872.

NOTICE.

THE UNDERSIGNED have established themselves as Merchants and Commission Agents at this port, under the Firm or Style of FREWIN & CO.

HENRY FREWIN,
EDWARD HERTON,
17 Swatow, January 1st, 1872.

NOTICE.

M. E. H. J. SMITH and M. F. RAPP have been admitted partners in our firm from the 1st September, 1872.

F. BLACKHEAD & CO.

1m 613 Hongkong, 1st April, 1872.

NOTICE.

WILLIAM DOLAN having returned to Hongkong, and resumed his business at his old place in Duddell Street, and solicits the patronage of the Public.

He has on hand a fine assortment of S and 10 ounce HAIVINS DUOK, suitable for Boat Sales or Awnings.

1m 833 Hongkong, 30th April, 1872.

NOTICE.

SALE MAKING.

WILLIAM DOLAN having returned to Hongkong, and resumed his business at his old place in Duddell Street, and solicits the patronage of the Public.

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1m 833 Hongkong, 30th April, 1872.

NOTICE.

Agents for the Sale of their Goods.

WILLIAM DOLAN having returned to Hongkong, and resumed his business at his old place in Duddell Street, and solicits the patronage of the Public.

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Extracts.

Plane Soundings.

Oliver Wendell Holmes has the following to say in reference to music: "I don't like your chopped music any way. That woman—the but more sense in her little finger than forty musical societies—Florence Nightingale—says that the music you *sound* out isn't. Not that exactly, but something like it. I have been to hear some music pounding. It was a young woman, with as many white muslin flounces round her, as the planet Saturn has rings, that did it. She gave the music a twirl or two, and fluffed down on it like a whirl of sounds in a hand-linen. Then she pushed off her curl as if she was going to fight for the champion's belt. Then she worked her wrists and her hands, to limber 'em, I suppose, and spread out her fingers till they looked as though they would be head again at St. James's Hall."

And so we must take leave of the Monday Populists till the autumn. There is a pretty general dissatisfaction with the vagaries of the ecclesiastical moon; and for our own part, we bate it a special grudge, not only for forcing the world to take its spring holiday before winter is over, but for depriving us of two or three Monday Populists which would have been to come if Easter had been reasonably late. Can we not have a statutory holiday at the end of April, and leave the ecclesiastical moon to amuse the makers of almanacs?

The *Statuaries of the Laws*. (*Full Mail Gazette*.)

Lawyers are fond of contrasting the simplicity and harmony of our system of commercial law with the disorganized condition of other portions of English jurisprudence, and of alleging that the former is already in a fit state to be codified at once.

The application of its principles, however, to a simple but important question constantly arising in the transactions of trade, does not seem quite to support so favourable a view. In the case of *Shortridge v. Carnet* the question arose whether a vendor who has taken the bill of a purchaser for the goods sold, can, on such purchaser's insolvency, stop the goods at the dock and retain possession as against a sub-purchaser, to whom the original bill of the goods has sold them.

At the first hearing of this case at the Croydon assizes, Baron Bramwell, a judge of long and extensive experience in commercial law, at once ruled in favour of the plaintiff (the original vendor who claimed to exercise the right referred to), and indeed thought the case so clear that he at first refused to receive the point, but on consultation with Mr. Justice Blackburn it at length consented to do so, and on reference to the Court of Queen's Bench that court unanimously reversed his ruling.

The seller, the plaintiff, then desired to have the verdict reversed, and entered in his favour, but "this the court said could not be, as the point whether there had been, in fact, a stoppage of the goods had not been raised at the trial," and the case came down for a new trial.

At the second hearing, before Lord Chief Justice Cockburn, this point also was decided in favour of the plaintiff. The defendants, however, who had paid an insolvent trader for the wine which was thus decided to be

the taste which we are accustomed to call "populus." There is no decoration, or display of any kind, no concession to the desire for mere amusement which is supposed to be native in modern society. There is a few rows

platforms, garnished with a few music-stands; in front of it is spread out the body of the hall; behind it rise the bare and narrow seats of the orchestra, crowded, however, by listeners, most of whom have secured their places a considerable time beforehand. As the hour approaches, the reserved seats gradually fill, more gradually, indeed, than is to be desired, for stragglers often continue to drop into the stalls after the music has fairly begun, notwithstanding the entreaty of the managers printed on every ticket and programme. At last, after some preliminary tuning in unison regions, four men in black eminence on the platform—with their instruments, and take possession of the music-stands; a moment's pause, while the late-comers of the audience settle into their places, the leader of the quartet gives the sign, and therupon the soul of Mozart, or Beethoven, or Mendelssohn, as it flowed forth, and took form in music, now made audibly manifest by the hands of these persons in black, displayed in faithfulness and prophet in eloquence, assumes for a season absolute dominion over the souls of some fifteen hundred men and women of this unied English nation. Here, if anywhere, art stands and conquers by its own merits. If more is needed to convince us that the feeling prevalent in the assembly is wholly different from the curiosity or astonishment of others, we may see it on any occasion when Herr Joachim plays a solo (though such occasions have been few this year), or when certain special masterpieces are performed. Then a wave of higher tension runs through the audience, and their usual attitude of sympathetic attention is elevated into what can only be called a solemn enthusiasm. This feeling is associated in the present writer's experience with Bach's music more than with any other.

And these English people who can be enraptured by the severe grandeur of Bach do not, we rejoice to think, belong to any elect body or special school of culture. The highest cultivation and learning of England are indeed not unrepresented; and the average intellect of those who are present at a Monday Popular Concert is not, we believe, considerably above that of an equal number taken at random from a London theatre or music-hall. But there is nothing narrow or exclusive in the composition of the audience; the people who wait an hour in the orchestra have nothing extraordinary or un-English about them. It is to be observed, too, that the classical character of the music is inflexible. Only in the songs, which are usually of subordinate importance, a greater latitude is allowed; and a comparison of the way in which the songs and the instrumental music are received at these Concerts gives some assistance in estimating how great is the educative effect which can be produced by careful and finished performances of first-rate works. The artists of the Monday Populars have now an audience which can appreciate the highest kind of music, even when it is of considerable difficulty; and one may fairly presume that inferiority either in the music or in the performance would not be tolerated. But in the matter of the songs, which generally are little more than a relief to the instruments, it is otherwise; though we do not doubt that if it was possible always to provide for the songs as carefully as for the rest, an equally just taste would be formed. Such artists as Mr. Sims Reeves or Herr Stockhausen find, indeed, due honour when they appear; but at other times the same public which has learnt to follow Beethoven and Bach gives not merely acquiescence, but positive applause to singing very much below the corresponding standard of vocal music. We have longed once or twice for an Act to prohibit the singing of Schubert in the English tongue.

It is not easy to express intelligibly, in words the general effect of the musical education given by these Concerts, and we are conscious that any attempt to do so must be imperfect; such things are at best like sketches in travel, symbols which may serve to keep alive the reminiscences of others who have made the same journeys. It is still more difficult to express adequately our gratitude to the artists whose admirable co-operation enabled us to enjoy the masterpieces of music in the utmost perfection. In the quartet, which may be taken as the leading type of these Concerts, we have heard

Insurances.

COMPAGNIE LYONNAISE D'ASSURANCES MARITIMES.

Scellé anonyme. Direc. Capital 40,000,000 francs (au quart serial).

THIS Company, being associated for insurance of Marine Insurance in the Far East, with the LLOYD FRANCAIS.

Capital of 6,000,000 francs.

ASSURANCES MARITIMES.

Capital of 5,000,000 francs.

OFFERS to the ASSURED the following rates:

Capital of 17,000,000 francs.

Assured established, and Policies made in Lyons, Paris, London, Marseilles, Calcutta, Bombay, Yokohama, Hongkong and Shanghai.

The undersigned having been appointed Agents in China for the above-named Company, are prepared to accept Marine risks, foreign or coastwise, at current rates.

RUSSELL & CO.

1022 Hongkong, 1st April, 1863.

NOTICE.

THE QUEEN INSURANCE COMPANY.

OFFERS to the ASSURED the following rates:

Capital of 17,000,000 francs.

Assured established, and Policies made in Lyons, Paris, London, Marseilles, Calcutta, Bombay, Yokohama, Hongkong and Shanghai.

The undersigned having been appointed Agents in China for the above-named Company, are prepared to accept Marine risks, foreign or coastwise, at current rates.

RUSSELL & CO.

1022 Hongkong, 1st April, 1870.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL—Two MILLION STERLING.

POLICIES granted on Marine Risks to all parts of the World, at current rates.

In addition to the usual Brokerage, the Association now returns to all policy holders One-third of its yearly profits on Insurance business, divided pro rata to the net premium contributed.

RUSSELL & CO.

1022 Hongkong, 22nd January, 1870.

THE QUEEN INSURANCE COMPANY.

CAPITAL—Two MILLION STERLING.

POLICIES granted on Marine Risks to all parts of the World, at current rates.

Agent for the above Company, is Norton, Lyall & Co.

24 Hongkong, 22nd January, 1870.

THE CHINA INSURANCE COMPANY.

CAPITAL—Two MILLION STERLING.

POLICIES granted on Marine Risks to all parts of the World, at current rates.

Agent for the above Company, is Norton, Lyall & Co.

24 Hongkong, 22nd January, 1870.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

Agents in China and Japan, and at Singapore, Section and Penang.

Risks accepted, and Policies of Insurance granted at the rate of Premium current at the above-mentioned Ports.

No charge for Policy fees.

JAS. B. COUGHTRIE,

Secretary

Hongkong, 1st November, 1871.

NOTICE.

THE LONDON ASSURANCE, INCORPORATED BY ROYAL CHARTER.

OF HIS MAJESTY KING GEORGE THE FIRST.

A.D. 1720.

THE undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:

MARINE DEPARTMENT.

Policies at current rates, payable either here in London, or at the principal Ports of India, China, and Australia.

FIRES DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding 25,000 on reasonable terms.

HOLLIDAY, WISE & CO.

* 1872 Hongkong, 15th October, 1863.

NOTICE.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

FROM this date, there will be no fee charged for Policies issued by this Company.

AUGUSTINE HEARD & CO., Secretaries.

1st 1872 Hongkong, 1st November, 1871.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

THIS Company, with its Head Office, at Hongkong, and Agencies at the various Treaty Ports in China and Japan, is prepared to issue Policies of Insurance, at the current rates of Premium, at the respective offices.

AUGUSTINE HEARD & CO., Secretaries.

* 537 Hongkong, 1st April, 1872.

THE LIVERPOOL AND BOMBAY TRADERS' INSURANCE COMPANY.

ENGAGED IN HIGH RATES OF PREMIUM.

Detached & semi-detached Dwelling-Houses, removed from town, 1 per cent.

Other Dwelling-Houses, used strictly as such, and their contents, 1 per cent.

Godowns, Offices, Shops, &c., and 1 per cent.

GILMAN & CO., Agents, North British and Mercantile Insurance Company, 298 Hongkong, 1st March, 1863.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

FROM this date, there will be no fee charged for Policies issued by this Company.

AUGUSTINE HEARD & CO., Secretaries.

1st 1872 Hongkong, 1st April, 1872.

THE CHINA INSURANCE COMPANY.

CAPITAL—21,000,000.

POLICIES granted on Marine Risks, at current rates.

AUGUSTINE HEARD & CO., Agents.

1st 1872 Hongkong, 1st April, 1872.

THE CHINA INSURANCE COMPANY.

INCORPORATED 1859.

POLICIES granted on Marine Risks, at current rates.

AUGUSTINE HEARD & CO., Agents.

1st 1872 Hongkong, 1st April, 1872.

THE CHINA INSURANCE COMPANY.

INCORPORATED 1859.

POLICIES granted on Marine Risks, at current rates.

AUGUSTINE HEARD & CO., Agents.

1st 1872 Hongkong, 1st April, 1872.

THE CHINA INSURANCE COMPANY.

INCORPORATED 1859.

POLICIES granted on Marine Risks, at current rates.

AUGUSTINE HEARD & CO., Agents.

1st 1872 Hongkong, 1st April, 1872.

THE CHINA INSURANCE COMPANY.

INCORPORATED 1859.

POLICIES granted on Marine Risks, at current rates.

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